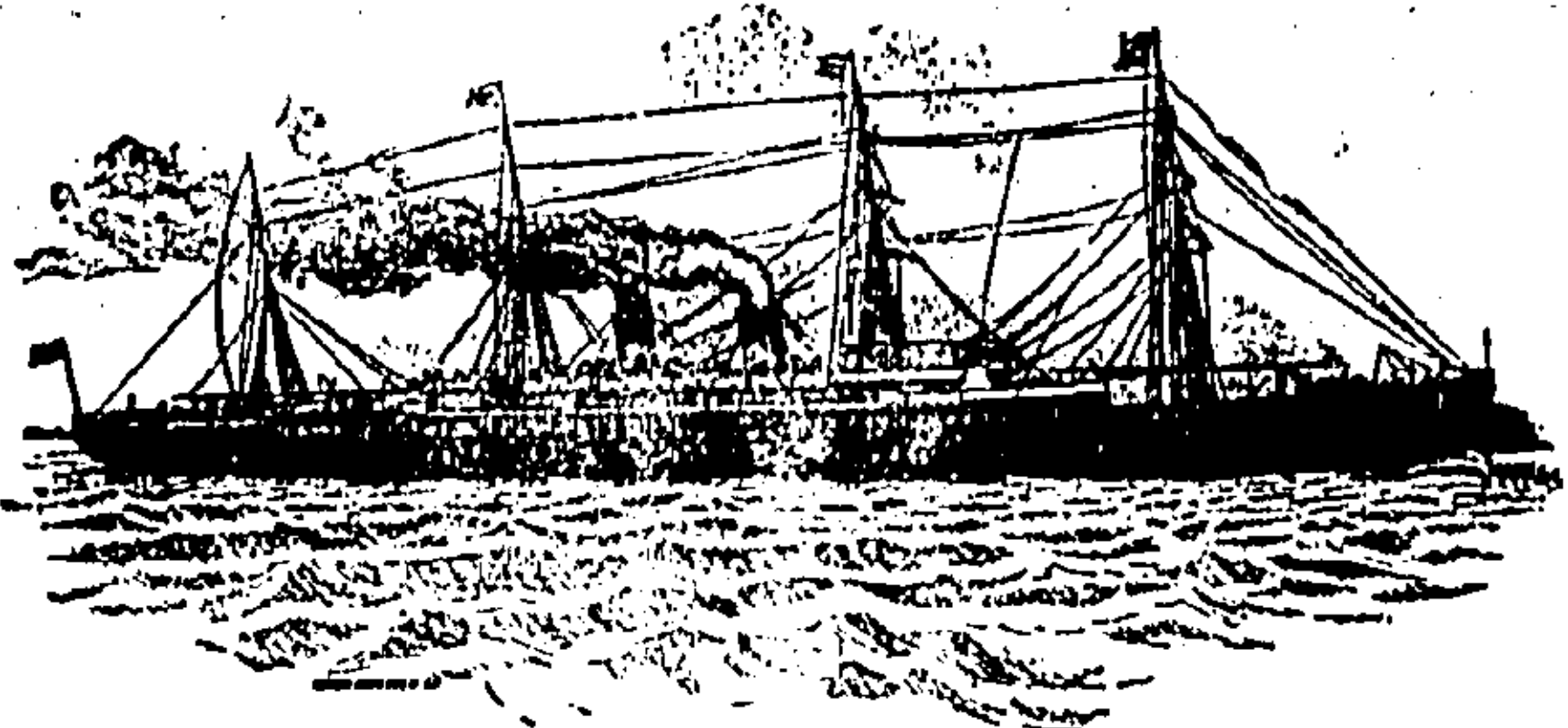


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|-----------|-------------------|-----------------------------------|
| "SIBERIA" | 11,284 Gross Tons | SATURDAY, 13th February, at Noon. |
| "COPTIC" | 4,352 " | TUESDAY, 23rd February, at Noon. |
| "KOREA" | 11,276 " | THURSDAY, 10th March, at Noon. |
| "GAELIC" | 4,205 " | SATURDAY, 19th March, at Noon. |
| "OHINA" | 5,060 " | TUESDAY, 5th April, at Noon. |
| "DORIO" | 4,784 " | THURSDAY, 14th April, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

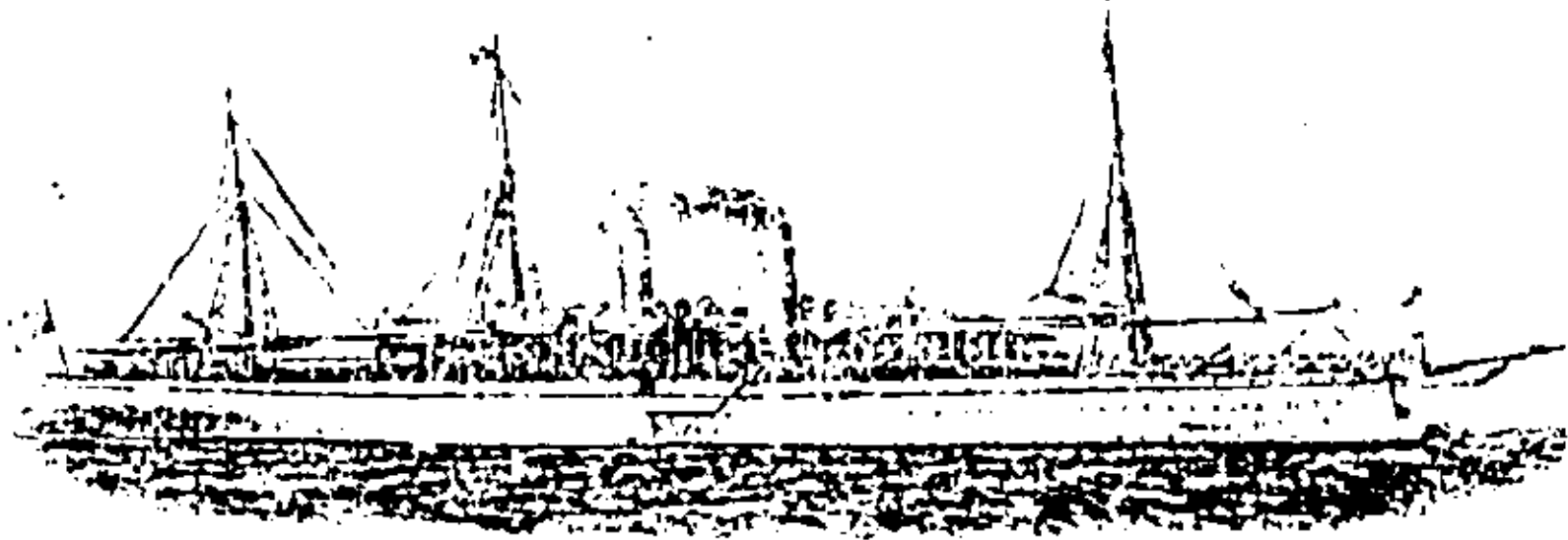
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

| | | |
|--------------------|------------|---------------------------|
| R.M.S. "TARTAR" | 4,425 Tons | WEDNESDAY, 24th February. |
| "EMPRESS OF JAPAN" | 6,000 " | WEDNESDAY, 9th March. |
| "EMPRESS OF CHINA" | 6,000 " | WEDNESDAY, 23rd March. |
| "ATHENIAN" | 3,882 " | WEDNESDAY, 6th April. |
| "EMPRESS OF INDIA" | 6,000 " | WEDNESDAY, 20th April. |

Hongkong to London, 1st Class, £60. Via New York £62.
Hongkong to London, Intermediate on £40.

THE magnificent "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------|-------------------------------------|------------------------------------|
| C. FERD. LAEISZ | HAVRE and HAMBURG. | 20th Feb. Freight. |
| Sachse | (Calling at SINGAPORE and PENANG.) | |
| SITHONIA | HAVRE, BREMEN and HAMBURG. | 2nd March. Freight. |
| Hildebrandt | (Calling at SINGAPORE and COLOMBO.) | |
| BATAVIA | HAVRE and HAMBURG. | 6th March. Freight and Passengers. |
| Dempwolff | (Calling at SINGAPORE and COLOMBO.) | |
| SAMBIA | HAVRE and HAMBURG. | 22nd March. Freight. |
| Luning | (Calling at SINGAPORE and PENANG.) | |
| ABESSINIA | HAVRE and HAMBURG. | 5th April. Freight. |
| Filler | (Calling at SINGAPORE and COLOMBO.) | |
| SUEVIA | HAVRE and HAMBURG. | 19th April. Freight. |
| Borch | (Calling at SINGAPORE and PENANG.) | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

| | | |
|--------------|------------|------------------------|
| S.S. "HONAM" | 2,363 tons | Captain H. D. Jones. |
| "PO-YAN" | 2,338 " | G. F. Morrison, R.N.R. |
| "FATSHAN" | 2,350 " | A. A. D. N. |
| "HANKOW" | 3,073 " | C. V. Lloyd. |
| "KINSHAN" | 2,800 " | J. J. L. Lloyd. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 5 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG HAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,079 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.
"NANNING," 569 " " " C. Butchart.
"TAK HING," 618 " " " R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUBBEL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|-----------------|-------------------------|------------------------|-------------------------|
| TJIPANAS | JAPAN | First half of February | SINGAPORE & JAVA PORTS | First half of February |
| TJILATJAP | Do. | First half of March | Do. | First half of March. |
| TJIMAH | JAVA & MACASSAR | Second half of February | JAPAN | Second half of February |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 10th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

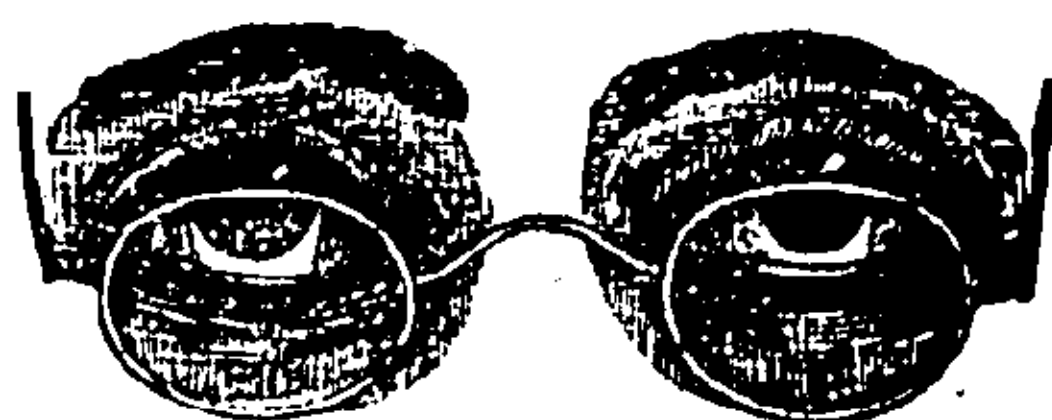
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



Mr. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plan and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

HONGKONG AND KOWLOON STEAM
LAUNCH COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the HONGKONG AND KOWLOON STEAM
LAUNCH COMPANY, LIMITED, will be held
at the OFFICE of Messrs. EWENS and
HARSTON, Solicitors, No. 36, Queen's Road
Central, Hongkong, TO-MORROW, the 11th
day of February, 1904, at 4 o'clock P.M., when
the subjoined Resolution will be proposed.

Should the Resolution be passed by the
required majority it will be submitted for
confirmation as a Special Resolution to a
Second Extraordinary Meeting which will be
subsequently convened.

RESOLUTION.

"That the Company be wound up volun-
tarily under the provisions of the Com-
panies' Ordinances of Hongkong and that
Mr. TANG KWAI POK of Hongkong be
and he is hereby appointed Liquidator for
the purpose of such winding up."

Dated the 27th January, 1904.

NG LAU TONG,
Managing Director.

174] THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING of
the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 20th day of FEBRUARY,
at NOON, for the purpose of receiving the
Report of the Court of Directors together with
a Statement of Accounts to 31st December,
1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1904. [189]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that the RE-
GISTER OF SHARES of the Corpora-
tion will be CLOSED from SATURDAY,
the 6th to the 20th day of FEBRUARY, (both
days inclusive), during which period no transfer
of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 29th January, 1904. [190]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 5th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904. [241]

THE HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10% or
\$1.50 per Share, declared at the Ordinary
Half-Yearly Meeting of Shareholders, held
This Day, will be PAYABLE at THE
HONGKONG AND SHANGHAI BANKING COR-
PORATION, on and after MONDAY, the 8th
February, 1904.

Shareholders are requested to apply to the
Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 6th February, 1904. [225]

HONGKONG JOCKEY CLUB.

NOTICE.

FROM This Date and until after the 25th
FEBRUARY next HORSES and/or
PONIES not entered for the FORTHCOM-
ING RACES will not be allowed on the RACE
or TRAINING COURSE between the Hours of
6 and 8 A.M.

Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 18th January, 1904. [118]

HONGKONG JOCKEY CLUB.

NOTICE.

FRESH SUPPLY OF FROZEN AUS-
TRALIAN PRODUCE just received by
the China Navigation Co.'s s.s. "CHANGSHA,"
including: Mutton, Lamb, Pork, SPICED
BEEF, Rabbit, FRITZ SAUSAGES, Pork
Sausages, Milk (concentrated), Fresh Butter,
(85 cents per lb), Cheese, BACON (PRIME,
SMOKED), HAM (PRIME, SMOKED).

Pass Books will be supplied to, and Credit
Accounts kept with well known residents.

Price Lists on application.

By Order,
LAU KUE TONG,
Manager.

Hongkong, 9th February, 1904. [242]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
of SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 22nd February,
1904, at 12 o'clock Noon, for the purpose of
receiving the report of the Directors and the
Statement of Accounts to the 31st December,
1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1904. [196]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
23rd, 24th, 25th and 27th FEBRUARY.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, Ld.,
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day) or \$3 per day.

Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [234]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and ENCLOSURE during
the Races on the 23rd, 24th, 25th and 27th
instant.

A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain
admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [235]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside
the ENCLOSURE of the RACE
COURSE during the Race Days WITHOUT
TICKETS which can be had on application to
the Undersigned between MONDAY, 15th,
and SATURDAY, 20th instant.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 8th February, 1904. [236]

NOTICE.

THE SECOND ANNUAL SHOW of
FANCY and Other PIGEONS will be
held at the KOWLOON HOTEL on the 17th
and 18th FEBRUARY, 1904. This Show was
a great Success last year and was visited by
His Excellency the late Governor, Sir HENRY
BLAKE, Lady BLAKE and other local Person-
ages. Admission

Intimations.

A. S. WATSON & CO., LIMITED.

IMPORTERS OF HIGH-CLASS SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very superior vintage. All are guaranteed pure Xeres Wines.

Samples bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 6th February, 1904.

TELEPHONE NO. 256. CABLE ADDRESS: "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO., 祥利廣 17, QUEEN'S ROAD.

FURNITURE DEALERS.

- DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE.
- ELECTRO-PLATED, GLASS, and CHINA WARES.
- PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES.
- COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT. DEVELOPING and PRINTING. UNDERTAKEN FOR AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong. A. B. C. CODE, 4th Edition. A. 1 Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$13 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 7th February, at 47, West Parade, Huddersfield, Yorkshire, the wife of W. S. BORROWS, (Douglas S.S. Co.) of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 10, 1904.

NIPPON BANZAI!

The blow has fallen and the fleet of Japan has added another glorious page to its already brilliant records. Few are there among Britishers who will not be stirred to enthusiasm by the news of the daring deed enacted by the gallant commander and crew of the solitary destroyer of our ally at Port Arthur. The blood tingles as one conjures up the scene as it must have been acted. A black and perhaps rainy night in the outer harbour of the Northern Kronstadt, where the Russian leviathans laid silent and at anchor—silent but watchful—watchful, yet not sufficiently vigilant. Creeping in from the sea, noiseless yet swift, profiting by the shadows and the haze of which it seems to be a part, comes the destroyer "the chouser of the slain." The quarry is marked down not hastily, but picked, and the finest, the most powerful of Russia's majestic fleet, are doomed to destruction. When near enough, so near that concealment is useless, the tiny craft rushes in at headlong speed, fires her first bolt and hits the mark. Now she swerves and launches another missile at a chosen foe, and, almost before it has got home, a third streak of death is on its way to crush in the hull of another leviathan. Once discovered, the little craft must have sped through a rain of shell, but the aim of the alarmed and hastily awakened gunners was not true, since we are told that the daring destroyer escaped scot-free and succeeded in luring four pursuing cruisers on to defeat. Elsewhere in these columns, we publish details concerning the Russian ships—sunk, disabled or captured, here or at a second engagement at Chemulpo, where the fleet of Japan was again victorious, and from which it will be seen that in these two first encounters the Colossus of the North has lost several of the finest of her fighting units. As a curious parallel to the night attack on the Russian fleet in Port Arthur we may be excused for quoting from a recent article in the *Navy Review*. The writer relates that, when some months ago, Admiral Seymour, hoping to make an impression, concentrated his twenty-three ships at Chefoo, the English were astonished to find in their midst one fine morning a Russian warship that had crept in during the dark night with lights hidden. Continuing, he says that Admiral Seymour, dreading the fell purposes of the Russians, set his torpedoes every night, extinguished his lights, kept all officers on board ship, and, in fact, made the men sleep by their guns. The squadron was gathered to frighten the Russians, but the fear was on the other side adds the writer. Might we ask, on whose side the fear is now? As we write these lines, yet another telegram reaches us, this time from our Correspondent in Japan, which gives important details concerning the second victory at Chemulpo. From its contents it is evident that a Japanese Squadron, under the orders of Admiral Uriu, attacked the two Russian vessels *Varyag* and *Korieta*, which were escorting three steamers laden with troops, sunk them in Chemulpo harbour and captured the transports. This occurred on the 8th inst, so that within the space of forty-eight hours, Russia has had seven of her vessels placed hors-de-combat, and from the information that reaches us, it would appear that the Japanese ships have suffered little or no material damage. On several previous occasions in these columns we have stated that, in event of war, the Japanese would adopt a rapid system of attack—the only possible successful tactics in naval warfare. Whatever may be the ultimate results of the war, the Navy of Japan has proved in the Straits of Petchili and at Chemulpo that her sailors are of the right sort, skilful and brave, true descendants of their ancestors, the Vikings of the East, who, in past centuries, raided the coasts of Korea, China and For-

mosa. By their daring and excellent seamanship they have shown themselves to be all-worthily of fighting side by side with the men of our own senior service, and we can be truly proud in possessing such a worthy ally. Japan can be content with her sons, they have proved worthy of her trust, and her people may chant their grand war song, the *Kumamoto Rojo*, knowing its words to be true:—

"What if Earth should sundered be?
What if Heaven fall?
What if Mountain mix with Sea?
Brave hearts each and all,
Know one thing shall still endure,
Ruin cannot wholly,
Everlast ng, holy, pure
This Imperial Realm"

Outside of the question that Japan is our ally, and her cause is also ours, we have other reasons for satisfaction at the victories of her fleets, since her navy is modelled on our own and the majority of her ships have been built in our yards. We do most heartily congratulate our ally on her success and join in the cry of her victorious sailors, "NIPPON BANZAI!"

LOCAL AND GENERAL.

MUCH amusement is being caused in South Africa by the adoption by ladies of young calves as pets.

THE *Tribune* states that it has reason to believe that Admiral Mirabelli has ordered another Italian warship to prepare to start for the Far East.

THE marriage arranged between the Hon. R. D. Denman and Helen Christian, only daughter of Sir Thomas Sutherland, G.C.M.G., will take place tomorrow at St. Margaret's, Westminster.

COMMODORE Dicken and Mrs. Dicken left London on 8th ult. per P. and O. steamer *Australia*, connecting with the *Ballarat* at Colombo, for Hongkong, where the Commodore will take up the duties of his new post.

At a meeting of the Directors of The Shanghai-Sumatra Tobacco Co., Ltd., held on the 5th inst., it was decided to recommend that, at the approaching annual meeting, a final dividend of 15 per cent., making 30 per cent for the year, should be declared.

THE new Bishop of Canton will not, it transpires, be appointed for some months. The candidate put forward is the prior of the Steyer Missionary Congregation. He will have to be acknowledged both by the *Propaganda fide* and by the German Imperial Government.

THE Poet Laureate has a poem in *The Times*, entitled "Moving Onward." It is in three stanzas, and the following lines may be taken to have some reference to events in the Far East:—

"Peace but hungry duel for life, darkening to menace of War,
And Muscovite legions tramping on, doing the will of the Tsar."

THE *Tung Wen Hu Pao* hears that the merchants in Szechuan have undertaken to build the Szechuan-Hankow railway, and that twenty proposed regulations have been sent to the Waiwupu. The proposed capital is \$50,000,000, \$10,000,000 of which will be subscribed by the promoter, \$10,000,000 subscribed in Szechuan, and the rest in Shanghai, Kwangtung, Hankow, En-ching and the other big ports. The railway is to be completed within five years. Four-tenths of the interests will go to the Chinese Government as royalty. The term of contract extends to fifty-five years, at the expiration of which the Chinese Government will be entitled to take over the railway and the railway properties. The railway will be over 4,100 miles long.

THE *Sin Wan Pao* states that Viceroy Tsen Chunhsuen of Liang Kwang was ordered during the latter part of December by an Imperial Edict to return to Kwangsi to personally superintend the Military matters in that Province. In obedience to the order, the Viceroy intended to leave Canton on the 30th ultimo for Kwangsi, but just as he was about to start on his trip, he was again laid up with illness; consequently, he telegraphed to Peking the condition of military affairs in Kwangsi and what arrangements he had made in that Province to exterminate the remainder of the rebels and at the same time applied for permission to resign on the ground of ill health. Since then, he has been commanded by the Throne that as he had not totally recovered from his illness, he could quietly recuperate his health in Kwangtung and direct the military campaign in Kwangsi from that province and as soon as he had recovered, he could then proceed to Kwangsi and personally superintend the military affairs of that Province and his application to resign was not granted.

WESLEYAN GARRISON AND NAVAL CHURCH BAZAAR.

A sale of useful and fancy work in aid of the funds for the enlargement of this Church will be held at the Soldiers' and Sailors' Home, Arsenal Street, on Thursday, February 11th. Mrs. F. H. May has kindly consented to open the Bazaar at half-past two o'clock in the afternoon. By kind permission the string band of H.M.S. *Orion* will play, and in the evening the band of the *Sharrowford Foresters*.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

ANNUAL MEETING.

The eighteenth ordinary annual general meeting of shareholders of the above Company was held at the registered offices of the Company, 38 and 40, Queen's Road Central, at noon to-day. There were present—Messrs. Hart Luck (chairman), A. G. Wood, H. W. Slade, J. S. Van Buren, H. Humphreys, Ho Tung, A. H. Mancell, F. S. Joseph, C. Ewens, Capt. W. F. Clarke, Capt. J. G. Smith, Ho Fook, Lo Ching-chau, and J. L. Catter (secretary).

The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for the past ten days, so with your permission I will take them as read. On the credit side of profit and loss you will note that rents and interest show a falling off as compared with the previous year. The decrease in rents is accounted for by the fact that 1902 rent account included a sum of four thousand dollars created security for non-fulfilment of a lease contract and the decrease in interest is apparent in the smaller amount now invested on mortgage. The sum of \$200,000 formerly under the heading of permanent reserve fund has been transferred to insurance reserve fund in accordance with a special resolution passed at an extraordinary general meeting held on the 26th March, 1903. This amount has been increased during the year by the addition of \$607.31 which represents the value of expired risks underwritten by the company. The increase to insurance reserve fund would have been much larger had it not been that many of our old policies did not expire until 31st December last. During the year your directors were offered and accepted a large property in Kowloon at a nominal price over and above the amount for which it was mortgaged to the company. This property when developed will be one of the finest in Kowloon. Building operations covering about half the ground acquired will be commenced this month. The block of fourteen houses on K. L. L. 573 will be completed in about two weeks' time. Eight of these are already let and we do not anticipate any difficulty in letting the remainder. During the year we have been compelled by order of the Sanitary Board under the Public Health Ordinance, 1902, to expend a sum of \$7,842 in structural alterations to certain of our buildings in Kowloon. With some reluctance we have charged this amount to property account. I say with reluctance because the improvements to the buildings are of a doubtful character and the rents have not been enhanced thereby. On the contrary the rent has been slightly diminished. The Sanitary Board may continue to compel property owners to pull down the backs of their buildings in order to provide more window area, but it is doubtful whether they will ever be able to prevent the Chinese from keeping the windows constantly closed and thus rendering all the costly improvement null and void. No principle is more firmly established in our constitution or has often been upheld by the English Courts than the principle that without compensation a violation of the rights of property will not be permitted even for the general good, yet we find that in the new Health Ordinance nearly all the provisions of the English Acts for compensation have been omitted. The Bill is retrospective and its effect therefore is to legalise confiscation. It has proved a burden to both landlord and tenant and has caused a serious decline in the value of Chinese suburban property, engendering a feeling of insecurity in regard to it which cannot but be harmful to the best interests of the community. If any shareholder has any questions to ask I shall be pleased to answer them.

There being no questions the Chairman proposed and Capt. Clarke seconded, that the report and accounts as presented be adopted and passed. Carried.

DIRECTORS.

On the proposition of Mr. E. S. Joseph, seconded by Capt. Clarke, Messrs. J. S. Van Buren, C. Ewens, H. W. Slade, A. G. Wood and Ho Tung were re-elected as directors.

AUDITORS.

Mr. H. Humphreys proposed, Mr. Mancell seconded, and it was agreed, that Messrs. W. H. Gaskell and W. Hutton Potts be re-elected auditors.

The Chairman thanked shareholders for their attendance, and announced that dividend warrants would be ready to-morrow morning.

TURF TOPICS.

The results of the morning's galloping are as follows:—

- 1. *Algerine*—1 mile—38, 1.13, 1.47, 2.20, 2.57.
- 2. *Fiscal*—1 mile—37, 1.09, 1.42, (2), 2.15 2/5, 2.48 2/5.
- 3. *Rare Rose*—1 mile—31, 1.12 2/5, 1.45 3/5, 2.21, 2.53 2/5.
- 4. *Vancouver*—1 mile—39 2/5, 1.13, 1.47, 2.21, 2.53.
- 5. *Pandur*—1 mile—33 1/5, 1.07, 1.42, 2.14.
- 6. *Disclosure*—1 mile—33 1/2, 1.04 1/2.
- 7. *Chunataqua*—1 mile—last mile, 34, 1.08, 1.42, 2.16.
- 8. *Starling*—1 mile—2.26.
- 9. *Rocket*—1 mile—34, 1.06, 1.41 1/2, 2.16 1/2, 2.49.
- 10. *Coronet Rose*—1 mile—37, 1.14, 1.49, 2.22, 2.56, 3.37, 4.04.
- 11. *Discord*—1 mile—36 1/2, 1.10, 1.44, 2.16, 2.49.
- 12. *Rebel King*—1 mile—34, 1.07, 1.41, 2.14, 2.48.
- 13. *Culex*'s time was missed.
- 14. *Spero*—last 3, 35, 1.14 1/2.
- 15. *La France Rose*—1 mile—last 1 1/2, 37, 1.15, 1.48 1/2, 2.23, 2.57, 4.06.
- 16. *Talbot*—last 4, 35, 1.09 1/2, 1.43 1/2, (35), 1.09, 1.43, 2.18, 2.52.
- 17. *Sylph Rose*—35, 1.07, 1.42, 2.15 1/2 (7).
- 18. *Totilla and Once More*—1 mile—41, 1.20 1/2, 1.56, 2.33, 3.04, 3.37 1/2.
- 19. *Eclipse and Liberty Rose*—1 mile—34, 1.10, 1.44, 2.16.
- 20. *Dandy and Northern Rose*—1 mile—35, 1.10, 1.44, 2.16; Dandy was beaten by the Rose.
- 21. *Turbine and Sirius*—1 mile—last 4, 34 1/2, 1.08 1/2, 1.45.
- 22. *Daybreak*—1 mile—32, 1.03 1/2.
- 23. *Jigoku*—35 1/2, 1.10, 1.44.

EARLY BIRD.

HONGKONG ICE COMPANY, LIMITED.

ANNUAL MEETING.

The twenty-third ordinary annual meeting of shareholders was held at the offices of the General Managers, Pedder's Street, at 3.30 p.m. There were present Hon. C. W. Dickson, Messrs. Duncan Clarke, W. Parlance (manager), W. B. Dixon, Ho Tung, C. Mooney, A. Rodger, F. Barton, Ho Fook, J. H. Lewis, May, F. Smyth, K. McK. Ross, Lo Cheung Shiu and Peter Dow (secretary).

The Chairman said:—Gentlemen, I propose, in accordance with custom, to take the report and accounts as read. An appreciable increase in the quantity of ice disposed of during the year has brought about the improved working result shown in the accounts now before you which, I doubt not, you will regard a satisfactory. The low exchange which was current during a considerable part of the year led to the charging of an increased price to consumers taking small supplies from depot, but with an improvement in rates the old tariff, after a short period, was gladly reverted to. Revenue from cold storage also shows a slight increase, but at the rates charged the company does no more than cover expenses and pay for depreciation of plant. In order to ensure keeping pace with increasing demand it has been thought desirable to discard an obsolete machine and to install in its place a more modern plant capable of producing three times the quantity of ice. This will entail an expenditure of about \$75,000 a portion of which appears in the balance sheet now before you under the heading of extension account. And now, gentlemen, with regard to the suggested appropriation of the year's profit; you are all aware of the competition which threatens, and I need scarcely say that we do not intend to be deprived of any portion of our business without a strenuous effort to retain it. The advisability under such circumstances of placing to contingent account a sum to be hereafter applied in such manner as subsequent developments may necessitate, will, I hope, commend itself to you.

There being no questions, the Chairman proposed, Mr. Ho Tung seconded, and it was agreed, that the report and accounts as presented be adopted and passed.

AUDITORS.

Mr. Duncan Clarke proposed, and Mr. Rodger seconded, that Mr. T. Arnold be re-elected auditor.

The Chairman:—Thank you, gentlemen. Dividend warrants will be ready to-morrow.

FOR THE FRONT.

THE DEPARTURE OF MR. DOUGLAS STORY.

The journalists of Hongkong will not be alone in regretting the departure from the Colony of Mr. Douglas Story, the editor of the *South China Morning Post*, who proceeded North in the *Empress of India* to-day as special correspondent of the London *Daily Express*. Since the publication of the new journal in the Colony, Mr. Story has piloted the craft with remarkable ability, and the severance of his association with Hongkong will be keenly felt by many of the reading public, and not a small number of acquaintances and friends whom his courtesy and geniality did not take long to make. He won his spurs in the second Matabele war, and gained further distinction in the Sudan and the South African campaigns since when he has held, at different times, the position of editor on several influential journals. With his arrival in Hongkong, last October the public were glad to welcome him and quickly appreciated his good-fellowship. He has been at ease with his readers, so much so that he could drop all formality and discuss questions of the day in much the same tone of voice that he might discuss the same things at his breakfast table. Among the newly-formed Journalists' Association of Hongkong, Mr. Story's absence will be greatly missed as he was one of its most enthusiastic supporters and keenest workers. It has been a pleasure to have been associated with him in newspaper work, and the Pressmen of Hongkong will wish him every success in his seventh campaign, in Northern China. With the individual members of his staff, by whom Mr. Story is highly appreciated, he is as popular as he is with the community in general. We understand that Mr. Alfred Marnham, an equally popular writer and companion on the local Press, will be acting Editor of the paper.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, Thursday, at 4.15 p.m. The following are the orders of the day:—

- 1. Report by the Sanitary Surveyor for the year 1903.
- 2. Correspondence relative to the question of washing accommodation in certain common lodging-house.
- 3. Draft of new bye-laws proposed to be made under section 16 of the Public Health and Buildings Ordinance, 1903.
- 4. Application for permission to erect a bridge and staircase over Mason Lane.
- 5. Application for exemption from removing an iron roof erected in the backyard of No. 14, Beaconsfield Arcade.
- 6. Application relative to the question of external air in respect of Nos. 2 to 6, Bridges Street.
- 7. Application for exemption from the provision of a backyard in respect of No. 1, Wing Lee Street.
- 8. Applications for the renewal of fat-boiling licences in respect of Nos. 1 and 3 Wa Lane.
- 9. Applications for licences and for the renewal of licences for the sale of food for man outside the markets.
- 10. Reports of the analyses of the public water supplies for the month of January, 1904.
- 11. Rat return for the fortnight ended the 29th January, 1904.
- 12. Time-washing return for the fortnight ended the 29th January, 1904.

E L E G R A M S .

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

ANOTHER NAVAL ENGAGEMENT.

SIGNAL JAPANESE VICTORY.

FOREIGN WARSHIPS WITNESS JAPANESE PROWESS.

(From Our Own Correspondent.)

YOKOHAMA, 10th February, 11 a.m.

A naval engagement took place off Chemulpo on the 8th inst. as a result of which the Russian cruiser *Varyag* and the gunboat *Korieta* were sunk in the harbour in the presence of the British, French, American, German and Italian warships.

The Japanese fleet was commanded by Admiral Uriu. None of the Japanese vessels sustained any injury.

[Admiral Uriu was in Hongkong on the 5th December last with the *Takachi*, *Akikishima*, and other vessels of the Southern Squadron. He gained distinction in the China-Japan War of 1894-5.—Ed., H.K.T.]

RUSSIAN TRANSPORTS CAPTURED.

Three Russian transports were captured by the Japanese.

MEETING OF PRIVY COUNCIL.

DECLARATION OF SIEGE.

(From Our Own Correspondent.)

YOKOHAMA, 9th February.

Another meeting of the Privy Council has been held, at which the question of a declaration of a state of Siege was considered.

NAVAL COMMANDERS

SUMMONED TO THE CAPITAL.

The Commanders of the Kuré, Sasebo and Maizuru naval stations were summoned to a conference at Tokio.

NEGOTIATIONS SUSPENDED.

All the ambassadors of the Powers at the capital have been informed that formal negotiations with the Russian Government have been suspended.

DETAILS OF NEGOTIATIONS

OFFICIALLY PUBLISHED.

(From Our Own Correspondent.)

YOKOHAMA, 9th February, 1 p.m.

The details of the negotiations between Japan and Russia have been officially published. From this important publication it is authoritatively learned that Japan regards Russia's annexation of Manchuria as distinctly threatening to the absolute independence of Korea. She considers it indispensable that an agreement be obtained whereby the territorial integrity of Manchuria is assured, and which Russia has persistently refused.

Meanwhile, during the progress of diplomatic negotiations, Russia has steadily been augmenting her military and naval resources.

RUSSIA AMASSING FORCES

ON KOREAN FRONTIER.

A large Russian force has already amassed on the Korean frontier.

In consequence of Russia's bellicose attitude Japan is reluctantly compelled to break off negotiations.

SHIPPING AND MAILS.

MAILS DUE.

Tacoma (*Tacoma*) 11th inst.
American (*Copple*) 12th inst.
English (*Ballarat*) 13th inst.
Canadian (*Empress of Japan*) 15th inst.
Indian (*Namanga*) 16th inst.
German (*Corra*) 16th inst.
German (*Rosa*) 18th inst.
American (*Korea*) 1st prox.
The I. C. S. N. Co's s.s. *Namang* from Calcutta and the Straits left Singapore for this port on 9th inst. at 4 p.m.
The F. M. S. S. Co's s.s. *Ceylon* will sail, &c., left Shanghai for this port this morning at daylight, and is due here on 11th inst. at 10 a.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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TELEGRAMS.

(Route's.)

The Stock Market.

LONDON, 8th February.
Russian Bonds have fallen 4%, Japanese Bonds 4 1/2% and Consols 1/2%.

Fire in Baltimore.

A fire is raging in Baltimore. It began at 11 o'clock on Sunday morning and is still raging. The fire brigade in New York, Philadelphia and other cities all sent contingents but all are powerless to extinguish the fire. The loss so far is roughly estimated at £10,000,000.

The Expedition to Tibet.

Official papers re Tibet show that the Viceroy of India sent a despatch to the Secretary of State for India on the 13th December last, stating that Colonel Young-husband reported that Russian arms had entered Tibet and that the Tibetans were relying on promises of Russian support.

(N. C. D. News.)

Russian Military Movements.

Tokio 5th February.
It is reported in the papers that twenty thousand Russian soldiers are already gathered in the Yalu valley.

Isolation of Japan.

Berlin, 4th February.
The Havas Agency has published a report from Washington about the moral isolation of Japan. This telegram is most vehemently contradicted by others and declared to be apocryphal.

War Expected.

Apprehension is felt in official circles at Paris that Russia's concessions, which are known there, will not be sufficient to avoid a war.

The Stand Taken by Germany and America.

The Government both of the United States of America and Germany have declined to co-operate in the Far East with any other power for or against Russia or Japan.

The Kaiser's Cruise.

H.M. the Kaiser will cruise during the months of March and April in the Mediterranean.

Affairs in German South-West Africa.

Windhoek and Okahandja have been relieved. The Hereros are fleeing everywhere. The position taken by Great Britain, as Germany's neighbour in South-west Africa, during the troubles, has been most correct and friendly.

(Shanghai Mercury.)

Japanese ordered to leave Vladivostok.

The Japanese Commercial Agent at Vladivostok informs his government that all Japanese have been ordered to leave Vladivostok which is within martial law.

THE NEW JAPANESE CRUISERS.

The last number of the *L. & C. Express* contains a long account of the formal transfer of the two new cruisers to Japan.

The two cruisers were handed over to Admiral Matsuo, head of the Japanese Commission, composed of 14 officers and the Naval attaché to the Japanese Legation of Rome. The Argentine Republic was represented by Colonel Garcia, head of the Argentine Naval Commission, and the firm of Ansaldo and Armstrong were also represented at the ceremony.

After the formal transfer of the vessels had been effected, Admiral Matsuo entertained the company to luncheon. Signor Soliani, the manager of the works, proposed a toast of "The Japanese Navy." Admiral Matsuo, in reply, complimented the Argentine Commission on the care exercised in the supervision of the construction of the vessels, which were perfect types of a warship. He also spoke in appreciative terms of the skill shown by the builders.

-ENGAGEMENT OF CREWS.

About 120 officers and men have been shipped in London for the two Japanese cruisers *Nisshin* and *Kasuga*. The men, who are all British, have been shipped through the registry office of the Shipping Federation (Ltd.). They are of excellent character, many being naval pensioners and naval reserve men. The terms are very favourable, and no difficulty was experienced in getting the full number required for both cruisers; in fact, twice the number could have been shipped if required. The men were signed on at the British Sailors' Home, Dock-street. The vessels are commanded by Captain Lea, R.N., and Captain Poynter respectively, and all the officers are British. Many foreigners offered their services—even Russians and Finns—but sufficient British seamen were forthcoming to dispense with the former's services. The following is a copy of the agreement signed by the crews:—"The undersigned agree to serve under the conditions stated against their respective names on board the ship—now at Genoa until 24 hours after arrival at Yokohama, or any intermediate port if discharged by the captain. The ship will sail under the Japanese or such other flag as may be decided upon. She will be commanded by a British captain. Two months' wages are guaranteed. They will be paid to each man from the time he is directed to leave the place of original engagement. All expenses due to authorised travelling to Genoa, including subsistence, will be paid. When discharged each man will be provided with a free passage of the class and to the place stated against his name, available only for the route and date named by the captain. He will be entitled to draw his pay until he is due at the place by continuous travelling. In the event of the country under whose flag the ship is sailing going to war, the captain is instructed to dis-

continue the voyage and discharge the crew on the first opportunity."

DEPARTURE FROM LONDON.

The party, consisting of 10 officers and 120 seamen, left Victoria South Eastern and Chatham Railway, on 6th inst., by the 11 o'clock Continental boat express for Genoa, where they are to join the two new Japanese cruisers for the purpose of assisting in the navigation of those vessels from Italy to Japan. A large crowd which had assembled at the terminus cheered heartily as the train left the station.

Perhaps nothing could have been better calculated, writes a correspondent, to convince Japan of the profound sympathy of the British nation at this crisis in her affairs than the enthusiasm displayed by the men engaged to navigate the purchased cruisers out to the East. So long as they will under the Japanese Ensign, the officers and crews who will man the *Kasuga* and *Nisshin* are giving proof of that genuine regard which is universally felt throughout Great Britain for the Far Eastern people who have dared to cry "Halt!" to the Northern usurpers in defence of their practically helpless neighbours. Indirectly the despatch of these picked crews was a substantial and gratifying proof of the reality of the Anglo-Japanese Alliance, which will not be lost on those Continental critics who have sought to weaken Japan's confidence in Great Britain's support by pointing to the absence of all "demonstrations." The Japanese, moreover, will be glad to think that the public feeling in this country is, like that of her own people in an hour of much anxiety and suspense, altogether too profound for much outward show.

When the train reached Dover the men crowded to the windows cheering and shouting "Hurray for the Japs," &c., in a stentorian manner, which soon attracted great attention to the party. In order to avoid difficulty in keeping them together the carriages were kept locked whilst the remainder of the passengers and their baggage were got on board the steamer. But locked doors were very little impediment to the sailors, who swarmed out of the windows on to the platforms, and gave the officers a lively time, so great was their enthusiasm. After their baggage had been got aboard a roll-call was taken, and as the men answered to their names they were sent aboard. An enthusiastic scene followed. The men clustered to the side of the ship, waved their hats, and called for "three cheers for the Japs," and "three cheers for the King" again and again. The vociferous cheers were joined in by many ashore, who gave the men an excellent send-off. The men are making the journey by second-class express, via Calais, Paris, Marseilles, and the Mont Cenis tunnel to Genoa, where they will take over the two cruisers for Japan. At Calais the men were given a substantial meal at the buffet, and were each provided with a bag of sandwiches for the journey. The departure of the men was witnessed by a small crowd of French people, who were much amused by the hilarity of the British seamen, some of whom improvised labels to Japan and stuck them on the carriage windows. The men gave a ringing cheer for "the Japs" as the train left the station.

The men created quite a little flutter at the Paris station, and reached Genoa last night (7th).

THE COMMANDING OFFICERS.

Of the officers in command of these vessels, Lieut. J. F. Lea, R.N., resigned his commission in the Royal Navy some years since, but two years ago had his commission returned, and was placed on the list of emergency officers of the Royal Navy. Lieut. Lea served at one time as flag-lieutenant to Sir Nowell Salmon when that officer was Commander-in-Chief on the China Station. The other commander who has gone out is Sub-Lieut. Hugh D. Poynter, also on the list of Emergency Officers of the Royal Navy. Although holding such a junior rank in our Navy, he is 38 years old, but he had only attained to the sub-lieutenant's rank when he originally resigned his commission. In view of the fact that these two officers hold commissions in His Majesty's Navy, and are consequently affected by the Neutrality Acts, it is remarkable that they have been appointed to the command of these two ships. Of course, in the event of war, these vessels will, if possible, be seized by the Russian warships lately at Bizerta, and the delay in the departure of that squadron for the Far East is obviously due to the presence of Japan's new ships at Genoa.

THE CHINESE ENGINEERING AND MINING CO., LTD.

The *Yih Yih* yesterday makes its tenth reference to the case of Chang Yi and adds another chapter to the interesting story it has woven out of the difficulties which have arisen in connection with the ownership of the company. We (*Shanghai Times*, January 29th) are unable to say whether the statements are correct or otherwise, and give the translation for what it may be worth.

"The demands of the Chinese authorities with reference to the Mining Co's case have apparently met with Major Nathan's approval as appeared in our columns some time ago. On account of the Chinese intention to remove Chang Yi, the British Minister recently notified the Wai Wu Pu briefly, that Chang Yi having instituted proceedings in England in the interests of China, it greatly surprised him that Chang Yi should be degraded before the conclusion of the case. Should the Chinese Authorities persist in this method of procedure, the British Government will have to send troops to Tongshan for the protection of the Company's interests. Since this notification further action in his case has been temporarily postponed."

The *Altam*, Russian cruiser, which is to be Admiral Alexeeff's yacht, has put in at Kiel to ship electrical machinery and left on 3rd ult. An Imperial decree announces that Admiral Alexeeff is granted a special flag consisting of the blue cross of St. Andrew on a white ground charged with the Black Eagle. The Viceroy is also accorded a salute of 13 guns.

THE WAR.

HOSTILITIES COMMENCED.

IMPORTANT JAPANESE NAVAL VICTORIES.

A private telegram of undoubted source has been communicated to us in which it is stated that, on the night of the 8th instant, a Japanese destroyer detached from the fleet cruising in the Straits of Petchili, succeeded in entering Port Arthur unobserved and attacked the Russian fleet that was at anchor there. Manoeuvring with wonderful skill and rapidity the little craft successfully torpedoed two Russian battleships, the *Reizhan* and *Tsarvitch*, and one cruiser, the *Pallada*, which sunk almost immediately. Her mission accomplished the destroyer, having escaped without injury, sped out to sea pursued by four Russian cruisers. Pursuers and pursued ran into the Japanese squadron and an engagement took place during which two of the Russian ships were so severely injured that they were beached to prevent them from sinking.

This information is confirmed by a telegram, received by Rear-Admiral Robinson and communicated to the men-of-war in port by a general signal at 6.20 this morning, as follows:—

"A steamer which has arrived at Chefoo from Port Arthur reports that the Japanese fleet attacked the Russian warships at Port Arthur on the night of the 8th instant with the result that they torpedoed two Russian battleships and one Russian cruiser, which had to be run ashore."

"An engagement between the Russian and Japanese fleets took place on the morning of the 9th instant when four Russian warships were injured, but the Japanese warships received no injury."

"An hour's engagement between a Japanese escorting squadron and the Russian warships *Faryug* (1st-class cruiser), and *Korietz* (gunboat) took place off Chemulpo. The gunboat *Korietz* was sunk, and the cruiser *Faryug* took refuge at Chemulpo."

RUMOUR SINKING OF TRANSPORT.

As we go to press, it is rumoured that the Russian transport *Singaria*, with troops on board, has been sunk. This report lacks confirmation.

THE "TSAREVITCH"

A few particulars regarding the Russian warships referred to above will be of interest. The *Tsarevitch*, the flagship of the Russian fleet, was laid down on July 8, 1899, at La Seyne and her principal dimensions are as follows:—Length 118m. 30c. Breadth 23m. 20. Depth 11m. 60c. Draught 8m. 00c. Displacement 13,111 tons. She is clad in armour of the total weight of 3,550 tons, and her estimated speed is 18 knots. Her principal armament comprises: four guns of 335mm. installed in two revolving towers, and twelve guns of 150mm. in pairs in six turrets placed along the sides, perfectly protected, and having a very wide range. The forward and stern chasers consist of two guns of 305mm. and eight guns of 150mm. For firing on the beam there are on each side four pieces of 305mm. and six of 100mm. The supplementary artillery comprises twenty guns of 75mm., twenty of 47mm., ten Maxims and two guns of 37mm. The torpedo tubes are four in number, two submarine and two surface tubes, sheltered by thin plates, placed fore and aft. She has complete arrangements for receiving an admiral and his staff and a crew of 780 men.

THE "RETVIZAN"

This is a first-class battleship of the Russian fleet, having been launched in 1900, and is of Philadelphia build. She displaces 12,700 tons; has 16,000 indicated horse-power, and a speed of eighteen knots with forced draught, and can carry as much as 2,000 tons of coal, though the normal quantity is only about half that amount. She has water-tube boilers of the Niclausse type. Her main dimensions are: Length 374 ft.; beam 72 ft. 2 in.; draught, 25 ft. She has a belt of nine inches of Krupp steel, with turrets fore and aft of ten inches of armour of the same character, and her deck is 2 in. to 4 in. thick. Her crew numbers 750. The armament of the *Retvizan* includes four 12 in. breech-loaders, twelve 6 in. quick-firers, twenty 3 in. quick-firers, twenty 3-pounders, six 1-pounders: total sixty-two guns.

THE "PALLADA"

The steel cruiser *Pallada* was launched from the Galerny yard, Petersburg, in 1899. She is 6,300 tons, 413 ft long, 55 beam and 21 draught. Her engines have an indicated horse power of 11,610 with Belleville boilers, and drive three propellers giving a speed of 20 knots. Her deck armour is 2 1/2 in. thick and she carries 6 1/2 in qf 20 3 in and 8 1/4 in guns and four torpedo tubes.

THE "VARYAG"

This is a cruiser of 6,500 tons, 20,000 indicated horse-power, built in Philadelphia, completed in 1903. She is armed with twelve 6-inch, twelve 3-inch guns, with six torpedo tubes. Her speed is 23 knots.

THE "KORIEZ"

She is a gun-vessel, with displacement of 1,213 tons, 1,500 indicated horse-power, built at Stockholm and completed in 1887. She is armed with two 8-inch, one 6-inch, two quick-firing guns and two torpedo tubes. Her speed is 13 1/2 knots.

TELEGRAMS VIA WLADIWOSTOCK.

Mr. Olaf Nielsen, Superintendent of the Great Northern Telegraph Co., Ltd., this morning, notified that cable communication

with Wladiwostock being interrupted, telegrams cannot, until further notice, be accepted for transmission via Wladiwostock. Telegrams for Russia in Europe and Siberia may be forwarded via Peking Irkutsk.

TELEGRAMS EXCHANGED WITH EUROPE.

Mr. Beck announces that, owing to abnormally heavy traffic on the cables, there is heavy delay on the above mentioned telegrams.

TELEGRAMS FOR AND VIA PORT ARTHUR.

The Russian Telegraph Administration notifies that private telegrams cannot be accepted for or via Port Arthur.

THE SIBERIAN RAILWAY.

The following despatch has been received at New York: Major Nathan, second in command of the railway transportation service during the Boer war, has arrived at Peking, having travelled by the Siberian Railway in order to ascertain the possibilities of the line for the transportation of troops and supplies in the event of war. Major Nathan, who has collected a great amount of data, is of opinion that the railway will break down and that its administration will find itself hopelessly confused within a week under the stress of war emergencies.

COAL.

A correspondent at Port Arthur writes that the Russians are now stacking coal in the streets, all the wharves and yards being filled. All the foreign firms are packing up preparatory to removal as they are daily expecting notice to leave. The Japanese ship-keepers are selling off their stocks at ridiculous prices. The Russian fleet from Port Arthur, consisting of seven battleships, five cruisers, and fourteen destroyers, was sighted off the Shantung Promontory on 4th inst.

TRANSPORTS.

It is reported from Shanghai that the Japanese Government has chartered 46 vessels for transport service, including 24 from the Nippon Yusen Kaisha, 6 from the Osaka Shosen Kaisha, 5 from the Mitsui Bussan Kaisha, 3 from the Toyo Kisen Kaisha, and 9 from miscellaneous owners. The following is a list of the vessels:—

NIPPON YUSEN KAISHA.
Awa-maru, Hakata-maru, Sanuki-maru, Kasuga-maru, Nishiki-maru, Mikko-maru, Yamaguchi-maru, Kinshu-maru, Sakura-maru, Tenkai-maru, Dairen-maru, Koko-maru, Yamashiro-maru, Otsu-maru, Nishiki-maru, Yeto-maru, Satsuma-maru, Chishima-maru, Genkai-maru, Higo-maru, Kishiro-maru.
TOYO KISEN KAISHA.
Nippon-maru, Hongkong-maru, America-maru.
OSAKA SHOSEN KAISHA.
Tschi-maru, Taimon-maru, Fukunaka-maru, Keelung-maru, Heigo-maru, Himekawa-maru.
MITSUI BUSSAN KAISHA.
Kenzun-maru, Genzan-maru, Ariake-maru, Gingo-maru, Mandayama-maru.
MISCELLANEOUS OWNERS.
Chisso-maru, Taro-maru, Fukui-maru, Kyoto-maru, Tsukushima-maru, Hakoku-maru, Katsukuni-maru, Sadokuni-maru, Houn-maru.

BRITISH TROOPS AT CHINGWANTAO.

A Peking cable to the *Shanghai Times* of 1st inst. reports that on the 25th ult. 500 British soldiers were landed at Chingwantao. Part of the force will be stationed there and part at Shanhaikwan. Further reinforcements for the British garrisons are expected to arrive in North China shortly.

A SUGGESTED ALLIANCE.

A Shanghai journal prints the following, which we reproduce with all reserve:— Vice-president Li Liang, Associate Minister of the Council of War, and Viceroy Yuan Shih Kai, presented a confidential memorial to the Throne urging the speedy formation of a close alliance with Japan to resist Russia. The memorialists mentioned five points to support their recommendation.

(1)—The superiority of the Japanese army to the Russian.
(2)—Japan aimed at the integrity of Korea and Manchuria.
(3)—The slow but steady absorption of Japanese ideas and discipline among the Chinese army.
(4)—The close relations and therefore sympathy between Japanese and Chinese.
(5)—Superiority of discipline among the Japanese force.

JAPAN'S NAVAL POSITION.

Of course, a fight for the command of the sea must precede any land operation, says the *P. M. G.*—Japan is within fifteen hours' steam of Fusan, already a Japanese garrison town, and at Ma-san-po, the port to which Russia and Japan make equal claim. It follows therefore that in Korea, and not in Manchuria, the troops of the Japanese would be landed. The possession by the Japanese of numerous torpedo craft confers a distinct advantage upon them, since it will be within their power to utilise their services if the Russian fleet were to attempt to check the movement. The absence of any facilities for repairing damages makes it certain that so far as possible the Russian fleet will evade any serious engagement. It would be difficult to improve upon the position of Japan in this respect, which is shown by the following table:—

YOKOSUKA.—Arsenal, slip and dry dock.
KURE.—Arsenal, slip, dry dock, armour plate works.
SASI RO.—Arsenal.
MAITSURA.—New dockyard.
NAGASAKI.—Three docks.
TAKESHIMA.—Coaling station, naval base.
OMINATO.—Base for small craft.
KOBÉ.—Torpedo repairing yard.
MATSUME.—Refitting station.

STRONG FEELING IN ARMY AND NAVY.

A Tokio despatch to the *Asahi* states that there is a good deal of dissatisfaction amongst the Military and Naval officials on account of the Government's procrastination. It is believed that the Government ordered the postponement of some movements which were to have been carried out some days ago. On the other hand, the Russian Military preparations are making good progress and Russia's attitude has become remarkably aggressive of late.

The Japanese officers are said to be of opinion that the delay in the settlement of the affair one way or other will place Japan in a very awkward position and may prove disastrous to both her Army and Navy.

The Tatar-General Tseng Chi in Moukden has telegraphically asked the Peking Foreign Office whether he can comply with the request of the Russian Military Engineering Bureau in Moukden, which recently applied to the Chinese General to requisition 500 carriages for the transportation of Russian troops. According to a Peking telegram to the *Yiji* Chinese Foreign Office on the 28th ult. replied to General Tseng, instructing him not to execute the Russian order on the ground that China has already decided to maintain strict neutrality in the event of hostilities and not to render any assistance to either Japan or Russia.

A rumour is current that a naval division consisting of the French cruisers *Kiebel*, *Detax*, and *Amiral Aube*, belonging to the Northern Squadron, which is now proceeding to Toulon, may, on arriving there, receive orders to proceed to the Far East. In that case, it is added, the battleship *Suffren* will join the division. The *Suffren* has already received orders to join the squadron in China. She is shipping stores in view of an early departure.

The following Italian warships have received orders to leave for the Far East:—The *Marco Polo* from Naples, the *Dagali* from Venice, and the *Umbria* from Spezia. The *Vettor Pisani*, the *Piemonte*, and the *Elba* are already on the station. Four others, namely, the *Volturno*, *Gulio*, *Colombo*, and *Steffetta*, have been detached from the Red Sea and Indian Ocean, and are concentrated in the Gulf of Aden awaiting orders. The *Mary's Polo* will take out Admiral Deliberti, who will command the Italian Squadron in the Far East.

War was declared at ten o'clock on Saturday morning between Russia and Japan, by a number of Tientsin residents. The price of peanuts was not, as the *China Times* affected.

COMMERCIAL.

Shanghai advices, of 6th inst., report business done:—Shanghai and Hongkong Wharf shares at Tls. 20 1/2 for March. Indo-China at Tls. 57 1/2 for April and Tls. 58 for March and Tls. 57 1/2 for April. Farnham Boyds at Tls. 126 cash, Tls. 125 for March, and Tls. 332 for June. Humphreys at \$11. Liao-Kung-Mows at Tls. 32 1/2. Sumatras at Tls. 52 cash and Tls. 54 for March. Langkats at Tls. 310/3071 cash, 11. 320 for March, Tls. 312 1/2 for April and Tls. 332 1/2 for June. Gas shares at Tls. 122 1/2.

SUGAR.

Mr. James Dunn, of Glasgow, reports:—The advance which occurred on the passing of the Convention took place in face of superabundant supplies, and it was readily accepted by the opponents of abolition to show how speedily their prophecies of dearer sugar had been fulfilled. The conclusion, although perhaps justifiable as to the later effects, did not apply as the movement was no more than a natural reaction from long and extreme depression. The advance has not been maintained, and it is safe to say that until the crop of 1902-3 has been completely exhausted it must remain, even during part of the coming year, a subject for speculative action tending towards depression. As prices now stand they are relatively on a par with those which mark the low record of September, 1902, and the position, as was the case then, is solely the outcome of a far-reaching depression created by a plethora of stocks. The admission of Cuban sugar to America under a reduction of 20 per cent. of the ordinary Customs duties practically separated that crop (1,200,000 tons) from any outside competition. The home-grown cane and beet, with the supplies from Hawaii, the Philippines, Puerto Rico, and Cuba, now practically gives the United States undivided control of 2,270,000 tons short of their fullest requirements, and this shortage may persist, even in the coming year, be made up by better cultivation in Cuba.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/16
Do. demand 1/10 9/16
Do. 4 months' sight 1/10 13/16
France—Bank T.T. 2/30
America—Bank T.T. 4/13
Germany—Bank T.T. 1/92
India T.T. 1/39
Do. demand 1/39 1/4
Shanghai—Bank T.T. 70 1/2
Japan—Bank T.T. 93
Singapore—Bank T.T. Nominal
Java—Bank T.T. 1/34
Buying.
4 months' sight L/C. 1/11
6 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 46 1/4
4 months' sight do. 46 1/4
30 days' sight Sydney and Melbourne 1/11 1/4
4 months' sight France 2/41
6 months' sight 2/42 1/2
4 months' sight Germany 1/66
Bar Silver 1/66
Bank of England rate 4%

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 900/930
" Old @ 950/1,000
" Older @ 1,020/1,050
" Oldest @ 1,030/1,160
Patna New @ 1,370
Bepares New @ 1,295
Persian (Paper) @ 850/950

To-day's Advertisements.

WANTED.

GOOD CLERK Wanted, European or other.
Apply to—
ROBINSON PIANO CO., LD.
Hongkong, 10th February, 1904. [247]

JURY LIST 1904.

NOTICE is hereby given that PURSUANT TO THE PROVISIONS OF THE JURY CONSOLIDATION ORDINANCE, 1887, I have This Day caused to be posted, at the Chief Entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until THURSDAY, 18th instant, in Order that any Person may apply by Notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such Notice.

ARATHOON SETH,
Acting Registrar.
Supreme Court House,
Hongkong, 3rd February, 1904. [248]

To-day's Advertisements.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.
THE H.A.L. Steamship

"BAMBERG."
Captain Miltuff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th February, 1904. [248]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Douro*, *Sidon*, from Havre, ex s.s. *Sidon* and from Bordeaux, ex s.s. *Ville de Marseille*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 9th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 17th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th instant, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 17th instant, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 9th February, 1904. [19]

Entertainment.

THEATRE ROYAL.
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give Four Performances of THE COMIC OPERA "HIS EXCELLENCY"

Written by W. S. GILBERT,
Music composed by Dr. OSWALD CARR,

on SATURDAY, 11th FEBRUARY.

THURSDAY, 18th " 3

FRIDAY, 19th " "

SATURDAY, 20th " 2

Commencing each Evening at 9 P.M. precisely.

Dress Circle \$3

Stalls " 1

Pit Stalls " 2

Pit "

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DATE |
|-------------------------------------------------------------------------------------|--------------|-------------------|
| GLASGOW and LIVERPOOL | "PAKLING" | On 13th February. |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 20th February. |
| GLASGOW and LIVERPOOL | "AGAMEMNON" | On 22nd February. |
| GLASGOW and LIVERPOOL | "MENELAUS" | On 27th February. |
| GLASGOW and LIVERPOOL | "RHIPHEUS" | On 4th March. |
| GLASGOW and LIVERPOOL | "MACHAON" | On 5th March. |
| GLASGOW and LIVERPOOL | "TELEVACHUS" | On 12th March. |
| S.S. "PAKLING" left Singapore 7th inst., at daylight, and is due here 13th instant. | | |

HOMWARDS.

| FOR | STEAMERS | TO SAIL |
|----------------------------|-----------|-------------------|
| LONDON & ANTWERP | "KINTUCK" | On 16th February. |
| GENOA, MARSEILLES & L'POOL | "KEEMUN" | On 22nd February. |
| LONDON & ANTWERP | "MOVUNE" | On 1st March. |
| LONDON & ANTWERP | "CLAUCUS" | On 15th March. |
| GENOA, MARSEILLES & L'POOL | "AJAX" | On 20th March. |
| LONDON & ANTWERP | "PAKLING" | On 29th March. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|------------------------------------------------------------------------------------------|-------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA. | "AGAMEMNON" | On 24th February. |
| S.S. "PELEUS" left Victoria, B.C., on the 30th ult. for this Port via Japan. | | |
| S.S. "TYDEUS" should leave Pacific Coast for this Port via Japan on the 18th inst. | | |

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th February, 1904.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|-------------------------------------------------------------------------------|------------|----------------|
| YOKOHAMA and KOBE | "CHANGSHA" | 10th February. |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TSINAN" | 12th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED PASSAGE FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th February, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|---------------|-----------------|---------------------------------|
| PERLA | 1980 | A. H. Nottley | MANILA (DIRECT) | THURSDAY, 11th Feb., at 4 P.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 13th Feb., at 10 A.M. |
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | SATURDAY, 20th Feb., at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 9th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail |
|--------------|-------|---------------------|----------------|
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | Feb. 13, 1904. |
| "INDRASAMBA" | 5,197 | W. E. Craven | Mar. 15, " |
| "INDRAVELLI" | 5,899 | R. P. Craven | " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (Week Days) 1st Class (including cabin and servants), \$5; Return Ticket, \$5; 2nd Class, \$3; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is With of the Hongkong Harbour Master's Office.

SHIP ON S.S. CO., LTD.,
No. 3, Queen's Road West.
Hongkong, 30th May, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU" Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUIN."

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Saloon is under European Supervision. First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese 80
Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 6th February, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Port, TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LAIRDALE & CO.,
General Managers.

Hongkong, 10th February, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain James Young, will be despatched as above on FRIDAY, the 12th instant, at 2 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th February, 1904.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," Captain Belsito, will be despatched as above on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CAPT. VITZ & Co.,
Agents.

Hongkong, 8th February, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports, on MONDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED
Agents.

Hongkong, 9th February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1904. About 1st May.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd February, 1904.

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when all nature is to be taken into consideration, for the relief of the human race, and the happiness of the human race, is the object of the discovery. The discovery is a new and powerful medicine, which is the result of the research and experiment, when all nature is to be taken into consideration, for the relief of the human race, and the happiness of the human race, is the object of the discovery. The discovery is a new and powerful medicine, which is the result of the research and experiment, when all nature is to be taken into consideration, for the relief of the human race, and the happiness of the human race, is the object of the discovery.

Intimations.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words in the line.

ADVERTISEMENT RATES.

| | (per inch.) |
|------------|-------------|
| One week | 2.85 |
| One month | 7.20 |
| Two months | 13.00 |
| Three " | 20.00 |
| Six " | 37.50 |
| Twelve " | 73.00 |

No charge less than one dollar.

| | |
|----------------------|-------------|
| Discount allowed on— | |
| 3 Months Contracts | 5 per cent. |
| 6 " | 10 " |
| 12 " | 25 " |

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS: 1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

THERAPION No. 1

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Koster, Robert, Velpeau and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short-acting, often a few days only, removes all discharges from the urinary organs, effectually supersedes injections, those of which cause irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2

For the cure of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gnu, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3

For the cure of nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION

is sold by the principal chemists and druggists throughout the world. Price in England 5/6 & 1/6. In order, state which of the three numbers is required, and enclose a few lines of the French Government Stamp (in white letters on a red ground) affixed to every package by order of the Minister of the Colonies, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

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SAVARESSE'S

SANDAL

CAPSULES

Not made of Guttas, most efficacious, because absolutely pure English Oil.

Full directions, All Chemists.

Inlet on Savarasse's.

Ships Passed The Canal.

Outward—2nd January—Aristida, 6th January—Indramayo, 13th January—Sialda, (Ara.) Indramayo, 13th January—Sialda, 16th January—Eidsvold, 20th January—Sambila, 23rd January—Agamemnon, 27th January—Manila, 30th January—Ardanark, 30th January—Mentaul, 30th January—Brigayita, 6th February—Glenarret, 6th February—Saxonia, 6th February—Fisher, 6th February—Fanni Ferdinand.

Homeward—23rd January—Indramayo, 27th January—Ardanark, 30th January—Glenarret, 30th January—Saxonia, 30th January—Fisher, 30th January—Fanni Ferdinand, 30th January—Indramayo, 30th January—Sialda, 30th January—Eidsvold, 30th January—Sambila, 30th January—Ardanark, 30th January—Mentaul, 30th January—Brigayita, 30th January—Glenarret, 30th January—Saxonia, 30th January—Fisher, 30th January—Fanni Ferdinand, 30th January.

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SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
Joint Cable Companies' Office,
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office,
Harbour Office.
Ferry Company's Pier, Kowloon.

Shipping.

Arrivals.
 Bamberg, Ger. s.s., 4,148, Millstaff, 9th Feb., Hamburg 12th Dec., and Singapore 2nd Feb., Gen.—H. A. L.
 Asper, Aust. gunboat, Grunberger, 9th Feb., Canton 9th Feb.
 Simongam, Dut. s.s., 1,203, Versteeg, 9th Feb., Samarang 28th Jan., Sugar.—Yuen Fai Hong.
 Waishing, Br. s.s., 1,171, Courtney, 9th Feb.,—Shanghai and Swatow 6th Feb., Gen.—J. M. & Co.
 Machew, Ger. s.s., 996, Harges, 10th Feb.,—Bangkok 2nd Feb., Rice and Teakwood.—B. & S.
 Woosung, Br. s.s., 1,109, Downson, 10th Feb.,—Shanghai 7th Feb., Gen.—B. & S.
 Hanoh, Fr. s.s., 739, Merlece, 10th Feb.,—Haiphong and Iloilo 9th Feb., Gen.—A. R. M.
 Carl Diederichsen, Ger. s.s., 774, Schlaikier, 10th Feb.,—Haiphong 7th Feb., Gen.—J. & Co.
 Taishun, Ch. s.s., 1,216, Jamieson, 10th Feb.,—Shanghai 7th Feb., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Kwangshai, for Shanghai.
Tuyab, for Manila.
Woonung, for Canton.
Pak Kong, for West River.
Ying King, for Canton.
Wingchui, for Macao.
Empress of India, for Shanghai.
Lohian, for Moji.
Hoi Lee, for Canton.
Waishing, for Canton.
Hatching, for Swatow.

Departures.

Feb. 10.
Empress of India, for Vancouver.
Australian, for Shanghai, &c.
Bengal, for Nagasaki.
Germanica, for Surabaya.
Nestor, for Singapore.
Kuangshai, for Shanghai.
Choyang, for Shanghai.
Kunshu, for Manila.
Undine, for Kobe.
Lohian, for Portland.
Alecia, for Singapore.
Tayabas, for Manila.
Andalusia, for Yokohama.
Michael Jensen, for Haiphong.
Wuchang, for Iloilo.

Passengers arrived.

Per *Bamberg*, from Singapore—339 Chinese.
 Per *Woonung*, from Shanghai—Captain Stricker, and Miss Cooper.
 Per *Australian*, for Hongkong from Marseilles—Messrs. Cardol, Richard Summers, Rev. Father Belieres, Mr. and Mrs. Morel, Miss Morel, Capt. Mathien, Messrs. d'Abbadie and Filipecki. From ports of Call—Messrs. Ph. Ziadi, W. A. Dowley, Ti Yu Chung, Mr. and Mrs. Gause and baby, Mr. de Knobloch, Mad. Tiller, Mr. Chye Hupp, Mr. and Mrs. Dunlop, Messrs. Siaw Jiat Chin, Dessoliers, Messrs. Spring, Murray, Mr. Warwick, Mrs. Wiecking, Mr. Peter Dutewick, 120 Chinese, and 6 Japanese. For Shanghai from Marseilles—H. Tresson, Mr. F. A. M. Castle, 6 Sisters, Rev. Fathers Dauzat, Bougain, Ch. Boulet, and Mr. Pion. From ports of Call—Messrs. Bloch, Kalotter, 3 Sisters, and 2 Gendarms. For Japan from Marseilles—Messrs. Enriquez, Garria, Moner, Gricham and Aryski. From ports of Call—Messrs. R. H. Baker, J. H. Bonford and R. Rucely.
 Per *Waishing*, from Shanghai, &c.—Mr. Goodcliffe, Corporal Shaw, Mrs. and Miss Anderson, Messrs. Brion, Jenkins, and 18 Chinese.

Passengers departed.

Per *Empress of India*, for Vancouver, &c.—Messrs. W. Sharples, Geo. J. Hawkins, Miss W. Forster, Mrs. M. Onslow, Misses Dean and Cooke, Messrs. Douglas Storey, John A. Moller, Li Ying Wah, Mrs. N. Harn, Y. Yasumoto, Galistan, David, Lu Sik, Chui Hing, Capt. Fitzschkam, Messrs. Jao. S. Gillies, W. T. McLaughlin, Miss M. Cashman, and Dr. and Mrs. W. F. Dunlop.

Steamers Expected.

| Vessels | From | Agents | Due |
|---------------|---------------|--------------|---------|
| Tacoma | Japan | N. P. Co. | Feb. 11 |
| Coptic | Shanghai | O. & O. Co. | Feb. 12 |
| Indrapura | Japan | P. & O. Co. | Feb. 12 |
| Ballaarat | Singapore | P. & O. Co. | Feb. 13 |
| Pakling | Singapore | B. & S. Co. | Feb. 13 |
| Emp. of Japan | Japan | C. P. R. Co. | Feb. 13 |
| Namsang | Singapore | J. M. & Co. | Feb. 16 |
| Gera | Japan | M. & Co. | Feb. 16 |
| Roon | Singapore | M. & Co. | Feb. 18 |
| Korea | San Francisco | P. M. Co. | Mar. 1 |

Hongkong & Whampoa Dock Returns.

| Vessels | From | Agents | Due |
|------------------|--------------|--------|-----|
| Ellen Rickmers | at Kowloon | Dock | |
| H.M.S. Cressey | " | " | |
| Yuensang | " | " | |
| H.M.S. Whiting | " | " | |
| Tak Hing | " | " | |
| Hue | " | " | |
| Sungkiang | " | " | |
| Tsingtau | " | " | |
| Lin Tan | " | " | |
| Kaifong | " | " | |
| Hansa | " | " | |
| Tantar | " | " | |
| Lydia | " | " | |
| H.I.G.M.S. Moewe | " | " | |
| H.I.G.M.S. Glory | " | " | |
| Borneo | Cosmopolitan | " | |
| Suisang | Aberdeen | " | |

Shipping Reports.

Str. *N. Chau* from Bangkok:—Fair N.E. monsoon.
 Str. *Waishing* from Shanghai:—Moderate N.E. monsoon.
 Str. *Bamberg* from Hamburg:—During the voyage from Singapore to Hongkong had a strong N.E. monsoon.
 Str. *S. Mon.* from Samarang:—Strong breezes from N.W. in Java sea, moderate N.W. wind from Api passage to Manila, strong N.E. monsoon from Kapanas to port.

Vessels in Port.

STRAMERS.
 Borneo, Ger. s.s., 1,344, Muhle, 27th Jan.—Sandakan 21st Jan., Gen. and Timber.—M. & Co.
 Capri, Ital. s.s., 2,718, Belsito, 6th Feb.—Bonnay 17th Jan., and Singapore 29th, Gen.—C. & Co.
 Catherine Apar, Br. s.s., 1,730, Stewart, 9th Feb.—Calcutta, 23rd Jan., Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.
 Changsha, Br. s.s., 1,463, Moore, 6th Feb.—Sydney and Manila 13th Jan., Gen.—B. & S.
 Fausang, Br. s.s., 1,410, Mitchell, 6th Feb.—Java 20th Jan., Gen.—J. M. & Co.
 Haiching, Br. s.s., 1,267, Hodgins, 9th Feb.—Fochow 5th Feb., Amoy 6th, and Swatow 8th, Gen.—D. L. & Co.
 Haimun, Br. s.s., 636, Passmore, 7th Feb.—Tamsui 4th Feb., and Amoy 5th, Gen.—D. L. & Co.
 Hoiho, Fr. s.s., 509, Casse, 8th Feb.—Pakhoi 5th Feb., and Hoihow 7th, Gen.—A. R. M.
 Kailong, Br. s.s., 1,024, Pennefather, 2nd Feb.—Cebu via Iloilo and Manila 30th Jan., Gen.—B. & S.
 Kohsichang, Ger. s.s., 1,292, Spiesen, 6th Feb.—Bangkok 27th Jan., Rice.—B. & S.
 Laertes, Br. s.s., 1,340, Jackson, 9th Feb.—Saigon 4th Feb., Rice—Nam Wo & Co.
 Lisicum, Am. transport, 1,072, Healey, 10th Jan.—Manila 13th Jan., Ballast.—U. S. Govt.
 Lydia, Ger. s.s., 1,772, Girstenbran, 1st Feb.—Canton 31st Jan., Gen.—H. A. L.
 M. Struve, Ger. s.s., 966, Brandt, 7th Feb.—Haiphong 4th Feb., and Hoihow 6th, Gen.—A. R. M.
 Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 8th Feb.—Bangkok 31st Jan., Rice.—B. & S.
 Mausang, Br. s.s., 1,644, Welsh, 9th Feb.—Sandakan 3rd Feb., Gen.—J. M. & Co.
 Olympia, Am. s.s., 1,730, Dixon, 8th Feb.—Tacoma 3rd Jan., and Moji 3rd Feb., Gen.—D. & Co., Ltd.
 Rajaburi, Ger. s.s., 1,189, Wendig, 9th Feb.—Bangkok and Swatow 8th Feb., Rice and Timber.—M. & Co.
 Siberia, Am. s.s., 1,284, Smith, 3rd Feb.—San Francisco 7th Jan., and Shanghai 1st Feb., Mails and Gen.—P. M. S. Co.
 Suisang, Br. s.s., 1,776, Young, 6th Feb.—Calcutta via Singapore 16th Jan., Gen.—J. M. & Co.
 Sungking, Br. s.s., 1,021, Robinson, 1st Feb.—Manila 29th Jan., Gen.—B. & S.
 Tartar, Br. s.s., 4,475, Evans, 16th Dec.—Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.
 Tjilatjap, Dut. s.s., 2,478, Koops, 8th Feb.—Macassar 31st Jan., Gen.—Hotz & Jacob & Co.
 Tsintau, Ger. s.s., 1,002, Koch, 1st Feb.—Bangkok via Swatow 18th Jan., Rice and Teakwood.—B. & S.
 Volga, Br. s.s., 2,851, Pattie, 4th Feb.—Barry Dock 19th Dec., Coals.—D. & Co., Ltd.
 Wongkoi, Ger. s.s., 1,115, Reher, 9th Feb.—Bangkok 2nd Feb., Rice and Wood.—B. & S.

Yuensang, Br. s.s., 1,128, Rolf, 6th Feb.—Manila 3rd Feb., Gen.—J. M. & Co.
 Zafiro, Br. s.s., 1,611, Rodger, 8th Feb.—Manila 6th Feb., Gen.—S. T. & Co.

Post Office.

A Mail will close for:—
 Canton—Per *Kinsan*, 11th Feb., 7.30 A.M.
 Haiphong—Per *Hoiho*, 11th Feb., 7.30 A.M.
 Macao—Per *Heungshan*, 11th Feb., 7.30 A.M.
 Kungmoon, Kumchuk and Samshui—Per *Tungkong*, 11th Feb., 3 P.M.
 Kungmoon, Kumchuk and Samshui—Per *See Yuh*, 11th Feb., 3 P.M.
 Manila and Iloilo—Per *Perla*, 11th Feb., 3 P.M.
 Nantao—Per *Taichun*, 11th Feb., 5 P.M.
 Sanbue—Per *Hoi Fu*, 11th Feb., 5 P.M.
 Macao—Per *Wingchui*, 11th Feb., 5 P.M.
 Canton—Per *Hankow*, 11th Feb., 5 P.M.
 Canton—Per *Fatsan*, 12th Feb., 5 P.M.
 Bangkok—Per *Kohsichang*, 12th Feb., 9 A.M.
 Hongkong—Per *Trinitau*, 12th Feb., 9 A.M.
 Singapore, Penang and Calcutta—Per *Surang*, 12th Feb., 1 P.M.
 Macao—Per *Heungshan*, 12th Feb., 1.15 P.M.
 Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Tinan*, 12th Feb., 3 P.M.
 Kungmoon, Kumchuk and Samshui—Per *Tungkong*, 12th Feb., 3 P.M.
 Kungmoon, Kumchuk and Samshui—Per *See Yuh*, 12th Feb., 3 P.M.
 Nantao—Per *Taichun*, 12th Feb., 5 P.M.
 Sanbue—Per *Hoi Fu*, 12th Feb., 5 P.M.
 Macao—Per *Wingchui*, 12th Feb., 5 P.M.
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February 10th.